





## Shipping—Steamers

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, YOKO, "ZIEGLER" FRIDAY, 9 A.M., 3rd Jan, 1908.  
and YOKOHAMA Capt. F. ProschMANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE "MANILA" SATURDAY, 10 A.M., 4th Jan, 1908.  
Capt. M. JensenKUDAT and SANDAKAN "HORNED" Middle of January, 1908.  
Capt. F. Sembill

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 2nd January, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING. For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES. Hongkong, 2nd November, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and pascual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet &amp; Co. For further particulars, please apply to— BARRETTO &amp; CO., Agents. Hongkong, 5th April, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.
TJILWONG	JAVA	First half Feb.	JAPAN	First half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 21st December, 1907.

## Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 21st Dec, 1907.

Dr. M. H. HAUN.

THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY

33 QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 19th April, 1907.

## Information.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern, for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 375, 108, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Eds.

Messrs. Scotts, A. I. and Watson.

Yokohama, May 23rd, 1905.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

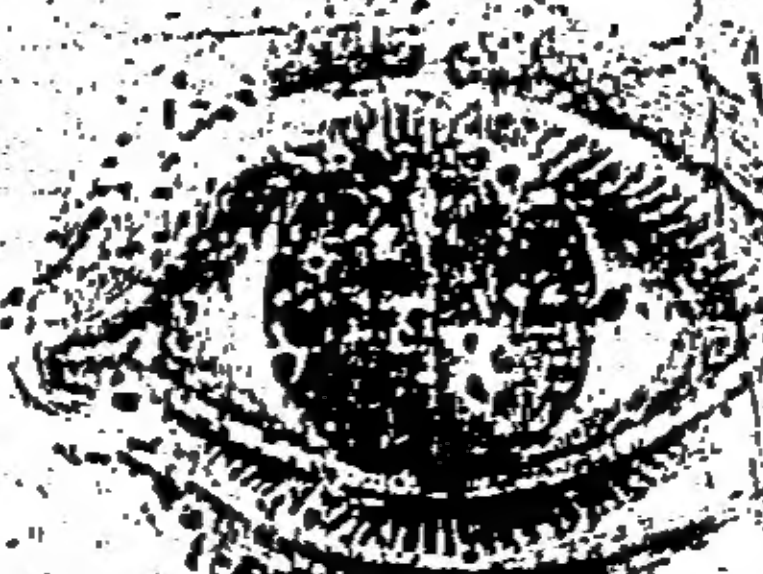
## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

11, John Street, Bedford Row, W.C.

59, Bentinck Street.

156, Nanjing Road.

Hongkong, 22nd November, 1907.

## Hotels.

## CONNAUGHT HOTEL,

HONGKONG.

## A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

318 CTLY EUROPEAN MANAGEMENT.

Wine and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER &amp; AGENT.

## KOWLOON HOTEL,

HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern

Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Extras.

Modern Management.

Telephone Address—

CHEF HONGKONG.

Telephone No. 1.

## HOTEL CRAIGIEBURN,

PLUNKET'S CAY, THE PEAK, NEAR THE TRAM TERMINUS, T.S. 56.

For Terms, &amp;c., apply to the

M. A. O'NEILL.

## BANK RATE

## THE MYSTERY OF OUR GOLD RESERVE.

No one can say how much business is transacted by the people of the United Kingdom amongst themselves, but that it would take a very long line of figures to represent it is very certain. The London Bankers' Clearing House cleared cheques last year to the value of £ 2,711,000,000, which is sufficiently impressive.

If the figure £ 2,711,000,000 is wonderful, still more wonderful is the transaction of such an enormous amount of business by means of small slips of paper with names written in their south-east corners. A cheque, of course, is not a legal means of payment. If the reader offers me a cheque for £100 I can refuse it. (Try me!) For gold, or its equivalent, Bank of England notes (which are backed and guaranteed by a definite deposit of gold) is the only legal tender. Yet payment in gold is unknown in practice save in connection with weekly wages and retail trading. It is probable that the entire stock of the yellow metal in the United Kingdom does not amount to more than, say, £100,000,000 or £120,000,000.

And of this £100,000,000 to £120,000,000 only about one-half, or say, £50,000,000 to £60,000,000 is in the pockets or safes or tills of the public, while the other £50,000,000 or £60,000,000 is all that the banks possess. Again, of this small bank-store of gold the Bank of England holds the greater part—at the present time about £30,000,000.

## THE PRICE OF MONEY.

It is because the Bank of England holds practically the only store of gold in the country that it has as great an influence in the money market. The Bank of England is at once Government banker, holder of the national stock of bullion, and keeper of the reserves of other banks. Although a joint stock company, earning dividends for private shareholders, it really fulfils national functions, and its actions are directed, or at least should be directed, by purely national considerations.

Gold money, the ultimate sole legal instrument of exchange, is itself a commodity commanding a price, which varies with each variation of demand and supply. When, therefore, the Bank has a good reserve of gold the price of money as a commodity is low. When, on the other hand, the Bank has a depleted reserve, the price of money rises.

The price of money—the rate at which bills of exchange can be discounted, or the rate of interest which must be paid for a loan—is settled in the London Money market by the Bank of England. It is the "Bank Rate" (the lowest rate at which the Bank of England will discount first-class three months' bills of exchange) which rules the market.

## DEFENDING ITS STORE.

Thus, at the present time with the Bank Rate at 7 per cent., a three months' "best bill" or "Bank bill" (i.e., a first-class bill of absolutely unquestionable security) cannot be discounted under about 7 per cent., while a good "trade bill" would not be discounted under about 7½ per cent.

If the American tension were relieved, and the Bank Rate fell to 5 per cent., down would come the discount, deposit and loan rates with it.

Why does the Bank of England set such a high price upon gold at such a time as this? The answer is that the raising of the Bank Rate is a measure taken to defend the small national stock of gold. It acts in a simple way. When money is dear in London it is obviously profitable to employ it in London. Gold is drawn to London by the high rate of interest obtainable. That is why, as soon as the Bank's reserve of gold is depleted, up goes the Bank Rate. The rise acts as a replenisher of the store.

Those whose business it is to deal in money anxiously watch every Thursday for the publication of the return which the Bank of England is compelled by law to publish weekly. This return shows what reserve of gold the Bank possesses. If it is seen that gold has been drained away, the market is at once apprehensive of dearer money. If gold is found in large amounts in the position grows easier.

## READY CASH.

Technically, the "Reserve" of the Bank of England is not the gold kept to back notes in the Note Issue Department, but the stock of cash kept by the Banking Department against the claims of depositors with the Bank. The deposits are payable on demand, and the strength of the Bank of England at any moment is determined by the ratio of the deposits to the cash kept to meet them. The deposit, be it remembered, include the deposits of the great private and joint stock banks, themselves liable at any moment to be called upon for hundreds of millions in hard cash.

What does this precious "Reserve" amount to?

On Thursday last, 21st Nov., it amounted to but £19,915,401.

There is no law to compel a private or joint stock bank to keep any specific proportion of its deposits in cash, and, obviously, it is to the bank's profit not to keep any but a tiny proportion in ready money. Ready money is to the banker idle money. Consequently hundreds of millions of deposits are as to more than nine-tenths locked up in various securities, mortgages, bills of exchange, loans, etc. The banker trusts that more than the usual small demand for ready cash will never come. Mr. Asquith, questioned by me in the House of Commons, admits the gravity of the matter, but trusts that the banks themselves will increase their reserves to prevent the necessity for Government intervention.

And here, the matter stands. But there is one thing to be noted. The little bit of gold money in the market is not the only bit of gold money in the market. There is a great deal more gold money in the market than is in the hands of the public and the banks.

## Information.

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP £1,000,000)

Loans on Mortgage of House Property, &amp;c.

Grants Relieved on Special Grants.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c.

Underwritten and Executed by SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 2nd December, 1907.

## O. C. MOOSA,

1 &amp; 3, D'AGUIAR STREET.

## FURSI FURSI FURSI

VARIOUS SHAPES AND COLOURS

## DRESS FABRIC

NEWEST PATTERN.

## SERGES

## TWEEDS

## VOILES

LADIES' &amp; CHILDREN'S

UNDERCLOTHING, HOSIERY,

GLOVES.

NOVELTIES IN SEQUIN AND LACE

ROBES.

Samples on application. Coast

port orders carefully executed.

Hongkong, 2nd December, 1907.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

H. MANN'S HARTMANN'S GENUINE

COMPOSITION REU HAND

RAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

## Sole Agents for

HUMBER CYCLES.

## TYPEWRITERS

FOR

HIRE, REPAIR &amp; SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMOND,

BARLOCK.

NEW CENTURY &amp; SUN TYPEWRITERS.

## MOTOR LAUNCHES

and BOATS

FOR HIRE AT BLACK PIER.

DAY AND NIGHT PER HOUR.

## New Bicycles

for Hire.

NEW CYCLES FROM 20/ EACH.

REPAIR TO MOTOR BOATS, CARS,

and CYCLES UNDER TAKEN.

DR. CO. 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.



## Intimations.

**Powell's**  
28, Queen's  
Road,  
(OPPOSITE THE CLOCK TOWER).

**GENTS' DRESSING COWNS**  
Smart—Exclusive,  
\$10 to \$50  
each.

**SMOKING JACKETS**  
Warm—Comfortable,  
\$15.00  
and upwards.

Knitted Woollen  
**WAISTCOATS**  
Newest Designs and  
Colourings,  
\$5.50 to \$16.50  
each.

Striped & Checked  
**TATTERSALLS.**

**WM. POWELL, LTD.,**  
Gent's Outfitters,  
HONGKONG  
Hongkong, 31st December, 1907.

## Notices of Firms.

**INTERNATIONAL SLEEPING CAR**  
and  
**EXPRESS TRAINS Co.**  
(THE  
GREAT TRANS-SIBIRIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c. in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st Dec. 1907. [147]

**NOTICE**  
MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to sign the name of our Firm per Procuration from this date.

SIEMSEN & Co.

Hongkong, 31st December, 1907. [149]

**Intimations.**  
**GREEN ISLAND CEMENT COMPANY, LIMITED.**  
**PORTLAND CEMENT.**

In Casks of 375 lbs. net \$5.00 per Cask.

ex Factory

In Bags of 250 lbs. net \$3.00 per Bag.

ex Factory.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 31st December, 1907. [152]

**LEE YEE**  
HAIR DRESSING SALOON.  
HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND  
TOILET REQUISITES  
FOR SALE.  
12, D'AGUIAR STREET,  
HONGKONG.  
Hongkong, 31st December, 1907. [156]

**A WONDERFUL DISCOVERY.**  
This is the age of science, when every man is a discoverer. Science has indeed made great strides during the past century, and among these no more important discovery in medicine comes than that of

**THERAPION.**

This preparation is simply a remedy of the most genuine and reliable kind. It is a medicine ever improved, and has been used in the most famous hospitals of the world. It is a remedy of the most genuine and reliable kind. It is a medicine ever improved, and has been used in the most famous hospitals of the world. It is a remedy of the most genuine and reliable kind. It is a medicine ever improved, and has been used in the most famous hospitals of the world.

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**THERAPION**

## Consignees.

**THE "SHIRE" LINE OF STEAMERS, LTD.**  
NOTICE TO CONSIGNEES.

FROM MIDLESDOROUGH, N.W. STRAITS.

THE Steamship

"CANNARVONSHIRE."

Captain G. W. Jackson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 31st December, at 3.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th December, 1907. [118]

**HAMBURG-AMERIKA LINIE.**

**THE H. A. L. Steamship**

"HABSBURG."

Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE.**

Hongkong Office.

Hongkong, 25th December, 1907. [117]

**S.S. "SALAZIE."**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London ex s.s. "Douro" and "Corduan," from Bordeaux ex s.s. "Villette," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TO-DAY, the 2nd January, 1908, at Noon, will be subject to rent and landing charges.

All claims must be sent in on or before the 1st January, 1908, or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 2nd January, 1908, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 25th December, 1907. [114]

**HAMBURG-AMERIKA LINIE.**

**THE H. A. L. Steamship**

"C. FERD. LAEISZ."

Captain Wagner, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE.**

Hongkong Office.

Hongkong, 25th December, 1907. [112]

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**S.S. "BENVORLICH."**

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

**GIBB, LIVINGSTON & Co.**

Agents.

Hongkong, 27th December, 1907. [113]

## SNOBS.

It has been said long ago by someone who was not so remarkably and exclusively observant as some may imagine—though the fact has been amply said it at all counts for a good deal—that Britain is peopled by snobs, and cliques, in the main.

Life, and its dependencies or Colicines, call them what you will, are outdoing in the quick course of years anything the cold stuck up and haughty parent ever achieved in snobbishness, either now or in times medieval, when people of the "imp-astible" sort, were not only impressed by their utter impossibility, and unworthiness to possess anything except the requisite humbleness to the lofty ones, but were reminded of it now and then by the foot on the neck.

Those of course were the good old days that people now sigh for, and they that would go back to them are perhaps the very people who would, so to speak, have had it in the neck, though they are apt to forget this. It has been, from the time of the early Edwards, who seemed suitable or best, to the present Edward, who, for gentleness of expression, leaves his de-funct namesakes a long way behind, the custom to divide the land into the rulers and the ruled, the controllers and the controlled, the socially possible and the socially impossible. But it has not remained here. We have progressed—the word begs an excuse—to other and finer, much subtler distinctions, to under, sub, and lower departments, until we are able to classify ourselves, and be classified, with a minuteness that does it little credit to the power of the social magnifying glass. We do not appear now-a-days to be content even with the many grades of professions and trades, though perhaps trade is not a word we should use, when avocation will cover the lot and is much more respectable. The intricacies of social classification are indeed bewildering, and subject for a smile, if there were not that underlying pathos, which is not to be smiled at. In ancient days the country was content to be divided into kings, and barons, craftsmen, and serfs. And the rules were rigid then, but we have changed all that, and we have improved to this extent merely—we have no serfs, that is to say in the general acceptance of the easy word's meaning. But we may reasonably apply the term to thousands in our own enlightened country, and our neighbors are no better than they ought to be, even worse. If one is not a serf, one is usually a snob, but the higher the plane the less pronounced is its evidence. This may sound a paradox. It is the strict truth. So as we sit down by the waters of Tanjong Pagar or Pagar, and remember Zion, we practice the sobriety we have learned to look for and expect, in our Zion, which is Britain. Thus it comes about that in our Babylon there is created and intensified that aping, unlovely spirit which urges and lashes on the poor, deluded, pathetic human to follow upon the man above him in station, and strive to be as he is, while the other in turn follows out the process. If he may not hit the higher places, he can at least take it out of the fellow one step below him, he fancies, on the social ladder. Carry out this aimable thought to its logical conclusion, and you find you progress steadily from the small to the very great.

Oh! Singapore! how well have you mastered the alphabet of the snob's code of the clique. Your office boys and your clerks are doing their best to become really proficient in it, though to be sure we have no "clerks" here, really, except Chinese. The description savours too much of the dingy London office, the high stool, the lamentable twenty shillings, and discomforts, indignities and troubles that were like to rob them of what little soul they were permitted to have. No away with such distressing memories! Everyone is Sab this or Assistant that, and a reel of cotton becomes merchandise.

"I sold \$5,000 worth of stuff to-day," casually mentions the Atom in the piece goods department to a fluttering table at something or other "Maison" or "Hall."

"Oh! you may idly reply, 'And what about that shirt you sold me at a dollar and a half last week?' But you receive no information on the subject."

The instance is typical.

Life would be rather weird without your snobs, beautiful no doubt, but very strange and peculiar, and then it does not pay not to be a snob. Take the case of Robinson. He is not a snob. He is one of those people who cannot do enough for one. He is by nature a gentleman, his appearance is not too cavilied at and he is respectably personified, but you are told that he lacks something, which is the explanation of his inability to make headway. What he really does lack is the facility to adequately push himself forward. He is never to be found on the fringe of the more influential, the 'Generally Accepted,' waiting for the chance to enter the magic circle, and to be seen as they are, like Jones. They are both in the same business walk of life, but Jones 'gadaps' himself better as a snob to other snobs. Thus we get Joneses in the legal profession, in the merchant's offices, in the Government, and a few other places. In fact they are everywhere always, and until the millennium, or some other equally remote eventuality they will be.

It was only in the prehistoric age that mankind in the bulk was a stranger to snobbishness, which is now so much a feature of our existence as to be deemed by outsiders to be a one of the most pronounced of the Britisher's 'qualities,' at home and further afield. Particularly after—H.B.S. in Singapore Free Press.

## Intimations.

**OF THE MULTITUDES**

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified, by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it excites an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

12

**PEAK TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

**NIGHT CARS.**

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.**

**JOHN D. HUMPHREY & SON.**

General Managers.

Hongkong, 4th June, 1907. [17]

**SWATOW DRAWN WORK COMPANY.**

38, WELLINGTON STREET.

Dealers in all kind of

**HAND-MADE DRAWN CHINESE**

LINEN, GRASS CLOTH, &c.,

all of the best quality.

ALSO

**SWATOW BEST PEWTER-WARE.**

**CANTON EMBROIDERY and CHINESE LACES.**

all from the best French patterns.







## Telegrams.

[Ruter's.]

## France.

London, 30th December.

The French Senate passed the Budget and authorised the issue of Frs. 50,000,000 in short-term bonds, and the balance required, in indented bonds.

The Chambers have passed a tax on Bourse transactions.

Later.

## The French in Morocco.

The appointment of General D'Amade is regarded as signifying a more active military policy at Casablanca and the vicinity.

## The Claim to the Dukedom of Portland.

The coffin of Dr. Bruce has been opened and contains the body of an aged bearded man. This is regarded as disposing of the pretensions of the claimant to the Dukedom of Portland.

## The British Navy.

31st December.

The St. Vincent, an improved Dreadnought of 1,350 tons gross displacement, has been laid down at Portsmouth.

## The Recent Financial Crisis in America.

Mr. Taft, speaking in Boston, denied that the policy of the Administration towards capital had contributed to the recent crisis. A demonstration of the possibility of restraining abuses of private property was the great Conservative victory, which had stayed the advent of Socialism. The only alternative to the regulation of railway trusts was to hand them over to the country.

## AMERICAN STEAMERS ON THE PACIFIC.

S. M. VIEWS ON JAPANESE COMPETITION.

That the Pacific Mail Steamship Company may go out of business next April and nineteen of its vessels be left idle in San Francisco harbour, as intimated by Mr. Schwerin in a speech before the Society of Marine Architects and Engineers in a conference on the 13th ult., was not interpreted too literally by San Francisco business men and shippers.

At the same time it was generally admitted that an unsatisfactory condition exists, and that the present status of American-owned steamship lines on the Pacific is not encouraging. The lower pay of Japanese officers and crews, the subsidies granted by the Japanese Government and the unequal operation of the Interstate Commerce Act which regulates the American but not the foreign companies, are undoubtedly, it was said, giving a great advantage to the Japanese and spurring the ambition of the latter to become the predominant trade carriers of the Pacific.

While the address of Vice-President Schwerin, with its reference to the "big strike," was construed as being a part of the Hawaiian war, fare against President Roosevelt (Harriman being president of the Pacific Mail), it was contended by shipping men who were interviewed by a representative of the *San Francisco Chronicle* that some action might be taken immediately which would place the American companies on a par with the Japanese in the race for Pacific commercial supremacy.

It is true, remarks the American Journalist, that the Japanese are running to San Francisco, the Toyoko Kien Kaisha, has a similar arrangement with the Pacific Mail which prevents its quoting lower freight rates than the latter. It is also true that the Nippon Yusen Kaisha, which runs to Seattle, has a similar traffic arrangement with the Great Northern, J. J. Hill's road. But the fact that the Hill and Harriman systems are hostile and that the interest of the one seeks in bringing trans-Pacific trade to San Francisco and the other to the northern port, suggests that he may look a little blindly at any rate-cutting by the Japanese allies, utilising which the Interstate Commerce Act would be unable to check. In any event the result would be injurious to American shipping.

Another advantage which the exemption of Japanese and other foreign lines from the operations of restrictive laws which can be enforced only on American companies gives is, that it enables the former to quote lower rates via Sur than the Americans, with their thirty-days notice of call, can make on freight, which they bring from the Orient to the Pacific Coast.

Mr. William H. Avery, assistant general manager of the Toyoko Kien Kaisha, the line which has a traffic arrangement with the Pacific Mail, recently told the interviewer that he had seen Mr. Schwerin in New York a few days previously and that Schwerin then spoke to him in the same strain as in his recent speech.

"There is no doubt," he said, "that foreign steamship lines which enjoy a subsidy, are operated by cheaper crews, and are under no anti-rebate restrictions, have material advantages over the American lines. Of course, our company because of its traffic arrangement with the Pacific Mail, makes exactly the same rate as the latter on trans-Pacific trade. The other two advantages—small subsidy and less expense in operating—no profit by."

"The Toyoko Kien Kaisha is increasing its fleet engaged in the Pacific trade, both between Japan and the Orient, and between here and South American ports. Our new vessels will be equipped with tubular engines and will use oil as fuel. They will have many improvements over any of the 12,000-ton vessels."

## WU CHOW NOTES.

THE GOVERNOR OF KWANGSI.

Wuchow, 30th December, 1907.

His Excellency Chung Ming-ki, Governor of Kwangsi province, arrived in Wuchow from Kwei-lin on Sunday night, accompanied by a large retinue. His Excellency conferred with Admiral Li-chun on matters pertaining to the West River, and was busy receiving callers all day yesterday. The French Consul from Canton arrived here a couple of days ago in the *gubut Vigilante* and had an interview with the Governor yesterday afternoon. The Governor will stay in Wuchow until the 2nd January and will then leave for Nanning and Liang-chow.

## NAVAL AFFAIRS.

Admiral Li-chun with a fleet of six river gunboats left here yesterday afternoon for Samshui. The gunboats also towed down a considerable number of gunboats, to be stationed at various points on the river. The French gunboat *Vigilante* and British gunboat *Sandpiper* arrived here on Saturday, and there are also two British torpedo boats in port. These vessels will stay in Wuchow for the New Year and then proceed down to the Canton delta.

## CUSTOMS CHANGES.

Mr. J. Pearson, of the Wuchow Customs, leaves to-day on transfer to Shanghai. Mr. Pearson has been in Wuchow for five years and his departure is regretted by his numerous friends here. He is succeeded by Mr. F. Schneider, from Shanghai.

## CANTON DAY BY DAY.

KWANGSI UNREST.

[From Our Own Correspondent.]

Canton, 30th December.

The Governor of Kwangsi, H. E. Chang Ming-chi, a few days ago, reported to the Throne, by wire, that at present several thousand bandits have again collected in the vicinity of Chün Nam Kwan. In reply, the Imperial Government has ordered H. E. Chang to move on immediately to the disturbed district and to take immediate steps to quell the impending rising and declared that in case an outbreak should take place, the officials of the province, both civil and military, concerned will be dealt with severely.

## WEST RIVER PILOT.

A Peking telegram states that the British Minister at Peking has communicated with the Wajwpu to the effect that a code of regulations for the control of the patrol service on the waterways of the West River should be drawn up by the Canton Viceroy, but must, however, be submitted to him to be discussed and approved before the withdrawal of the British flotilla on the West River can be effected.

## CHINESE-OWNED LAUNCHES.

It has been reported that the owners of Chinese steam launches have been calling meetings at their headquarters to make arrangements for the changing of flags on their launches, and have petitioned H. E. the Viceroy to that effect. Now the Shan Hon Chu of Canton, by order of H. E., has issued a proclamation informing the Chinese steam-launch owners that the cancellation of the tonnage dues of 3.6 inches per ton, previously charged quarterly by the Likli Bureau on all Chinese-flagged launches, is to take effect from the beginning of the last quarter of this Chinese year, and also the registration fee of twenty taels charged on each Chinese launch by the Shan Hon Chu will be cancelled from the same date, so as to bring about similar treatment of Chinese launches to the foreign ones. One hundred boats are now being prepared to be distributed to the Chinese launches to be utilised as pay-boats, free of charge, of which the Chinese owners have now been notified and they are to at once apply to the Likli Bureau for the same.

On the issue of the proclamation mentioned above, the Chinese owners have expressed great satisfaction and, doubtless, will all change their flags in a few days' time, when the Dr gon flag will be seen on most vessels in the Harbour with the exception of the steamers *Saiman* and *Nanning* and those running between Hongkong and this port.

## PROVINCIAL STATISTICS.

In accordance with instructions from the Capital, H. E. the Viceroy has given instructions to prepare a report showing the annual revenue and expenditure of the province of Kwangtung, the expenditure for the maintenance of the military and naval forces, the number of Government departments, the number of mines discovered and opened during the year, the number of schools and colleges, the number of industrial institutions, and the chief events that have occurred during the past year, etc., which report is to be completed by the end of the year and to be forwarded to the Central Government for information with a view of making preparations for the opening of a Parliament representing the whole Empire.

## A ROUGH VOYAGE.

The American bark *Acme*, Captain A. F. McKay, which left Kobe on October 25th for the Pacific coast, had a very rough voyage across. A dispatch from Astoria, Or., dated the 27th ultimo, says:—  
"Lying five days on her beam ends with her lower yards in the water, her crew working night and day to slow her shifted ballast, her three topgallant masts and upper gear cut away to right the vessel and her crew gasping for air to enable her to reach port, was the tale of exciting experiences brought by the big four-masted American bark *Acme*, which limped into the Columbia River yesterday, thirty-two days from Tokyo. Notwithstanding the terrible experience, the vessel arrived with all crew and cargo, and with her hull apparently unharmed."

## THE TWO COTTON SPINNING AND WEAVING CO., LD.

## ANNUAL MEETING.

The twelfth ordinary meeting of shareholders in the Two Cotton Spinning and Weaving Company, Limited, was held at Shanghai, on 27th ult. There were present:—Mr. David Landale (chairman), Messrs. A. McLeod, E. E. Clark and Yee Kuey-ying (directors), Messrs. J. M. Young, J. L. Kerfoot, P. Crighton, H. J. Clark, C. E. Anton, R. H. Hunt and W. N. Fleming (shareholders). The number of shares represented was 4,818.

The Secretary (Mr. W. N. Fleming) read the notice convening the meeting. The Chairman said: The report and accounts for the year ending October 31, 1907, having been in your hands for some days, we will, with your permission, follow the usual procedure and accept them as read. We regret that we have to report to you a very disappointing year, both as regards the high price of cotton and the lack of demand in the yarn market. At our last annual general meeting, your Chairman then pointed out that the prospects for the future contrasted unfavourably with the immediately preceding period of good trade, experienced in 1905 and 1906, and the result of the year's working unfortunately confirms the correctness of his forecast. The depressed condition of the cotton industry throughout the year must be a matter of common knowledge to you all. The Yangtze market was in a state of scarcity of food supplies and partial famine, consequent on the bad harvest of the previous season, and the northern outlets were depressed by heavy stocks of imported yarn and restriction of financial facilities. Sales, therefore, were made on a hand-to-mouth basis, and as the year developed, demand became so slack that it was found necessary to restrict the output by working on short time; the mill being stopped on this account for about sixty extra days throughout the year, in addition to ordinary stoppages. His naturally increased the cost of production while the heavy stocks and poor deliveries throughout the year have materially affected our interest account. The net result of the adverse circumstances is shown in a loss on the twelfth month's working of about Tls. 18,700, but in consideration of the substantial sum carried forward from the previous year, your Consulting Committee recommend the payment of a dividend of five per cent, which can be effected without touching the sum of Tls. 15,000, placed in equalisation of dividend account last year. The stock of yarn at October 31 was heavy, but has since been considerably reduced, and deliveries are at present well maintained. The present outlook cannot be called brilliant, but the indications that the trade is assuming a more normal course. Before proposing the adoption of the report and accounts, I wish to refer to one item in the latter, viz.—repairs and renewals. You may recollect that in 1905 the sum of Tls. 45,939.90 was transferred to this account to provide for extra renewals necessitated by the age of the mill. Of this amount Tls. 2,763.03 has this year been expended in renewing two-thirds of the rings in the ring frames, re-clothing twenty of the carding engines, relaying the flints of the spinning mules and engine house, with wood and recovering the whole of the steam piping and boilers with asbestos. The preparation in the card room has also been increased by six additional roving frames, which will make for increased economy and efficiency. The mill buildings and machinery are, therefore, in a thoroughly satisfactory condition. I shall be pleased to reply to any questions that may be asked.

There were no questions and the following resolutions were put to the meeting and carried unanimously:—  
Proposed by the Chairman, seconded by Mr. A. McLeod:—That the report and accounts as published, be adopted.  
Proposed by the Chairman, seconded by Mr. A. McLeod:—That a dividend of Tls. 50 per share on 15,000 shares be paid.  
Proposed by Mr. H. J. Clark, seconded by Mr. P. Crighton:—That the Consulting Committee be re-elected.  
Proposed by Mr. J. M. Young, seconded by Mr. L. Kerfoot:—That Mr. G. R. Wingrove be re-elected auditor of the Company for the ensuing year.

This was all the business. The Chairman announced that dividend warrants would be sent out on Monday next.

## CANADA AND JAPAN.

END OF NEGOTIATIONS IN SIGHT.

Tokio, December 15.

The Hon. Rodolphe Lemieux, Canadian Special Commissioner, and Count Hayashi, Minister of Foreign Affairs, exchanged memoranda this morning. Mr. Lemieux leaves Yokohama for home on Thursday.

It is understood that Mr. Lemieux insists that the assurance given by Mr. T. Noze, Japanese Consul-General at Ottawa, at a time before Canada's participation in the Anglo-Japanese Commercial Treaty, and since repeated, to the effect that Japan would restrict her emigrants to 600 yearly, must be regarded as a moral pledge on the part of Japan.

Count Hayashi holds on the other hand, that, if such an assurance was actually given, a distinct line must be drawn between assurances given before and after Canada's participation in the Treaty.

The Japanese Labour Commissioner, Mr. Ishii, confidentially promised, some months ago at Ottawa that Japan would send no unhealthy emigrants into the Dominion, and has now further promised that there shall be stricter supervision in the future. Mr. Ishii and the Assistant Secretary of State for the Dominion, Mr. Pope, have been lately in constant conference regarding the wording of the report of the negotiations, which is to be put before the Canadian Parliament.—N. C. D.

## To-day's Advertisements.

THEATRE ROYAL CITY HALL.

To-night and Every Evening, at 9.15.

## POLLARD'S LILLIPUTIAN OPERA CO.

Mr. C. A. POLLARD and Mrs. N. CHESTER, SOLE OWNERS.

TO-NIGHT AND EVERY EVENING, at 9.15.

GRAND-NEW YEAR'S PAN OMINE.

"MOTHER GOOSE."

NEXT SATURDAY: AFTERNOON, at 3.30 P.M., GRAND MATINEE OF

"MOTHER GOOSE."

(Children and Amateurs free to Matinee only).

Late Trams to the Peak 15 minutes after each performance.

PRICES: 5s, 3s, 2s and 1s.

BOX PLAN AT THE ROBINSON PIANO CO.

## NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAU-T' caused by mutual consent the 31st December, 1907, Messrs. GUSTAV FRIEDLAND and ADOLF WIDMANN have been admitted partners from this date.

MELCHERS &amp; Co.

Hongkong &amp; China.

Hongkong, 1st January, 1908.

## NOTICE.

WE have authorised Mr. ALAN GRIF-FITHS COPPIN and Mr. FREDERICK CHARLES BUCHER to sign our Firm per Procuration.

BRADLEY &amp; CO.

Hongkong, 1st January, 1908.

## NOTICE.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board.

W. J. SAUNDERS, Secretary.

Hongkong, 1st January, 1908.

## NOTICE.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board.

W. J. SAUNDERS, Secretary.

Hongkong, 1st January, 1908.

## NOTICE.

THE business that has been hitherto carried on by the Underwood, with, henceforward, be carried on under the Style and Name of J. R. MICHAEL & CO. The partners in the firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## BALACLAVA LIGHT BRIGADE CHARGE SURVIVORS' RELIEF FUND.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—This Fund was established by me in 1897 to afford immediate and permanent relief to all needy survivors of the Charge of the Light Brigade at Balaclava after the most careful and strict examination of each man's claim.

In consequence of my invitation to all Survivors of the Charge to be my guests in Fleet Street during Jubilee time, it was discovered that some of these men were in the workshop, and I took them all out. Some of them through coming to Fleet Street, obtained employment, and none returned to the Union, but there are still others who, though not actually in "The House," are, so to speak, at its portals. Many of them are very fine old men indeed, and it is looked upon as a national disgrace that they should need food—as some of them actually have done.

To afford some idea of the work required by this self-imposed task of mine, I may mention that the mere sending the money each week entails in one year the buying of fifteen hundred postal orders, the buying and printing of fifteen hundred postcards, and the writing and postage of fifteen hundred penny envelopes—in addition to endless correspondence, arranging of concerts, Annual Balaclava Dinner, etc., etc. I wonder when the Government will recognise that this sort of thing never ought to be left to a private individual and to private beneficence?

It must, of course, be understood that the list of Survivors comprises only those whose circumstances necessitate their being relieved by this Fund. There are some fifteen other Survivors who are in a better position, and who, naturally, need no assistance—indeed, some of these latter in many ways help their poorer brethren.

To each one of my pensioners a P.O. is sent every Friday night for sums varying from 5s. to 10s., according to their several necessities. To each man a weekly postcard is sent, and no further remittance is made until the postcard has been received back by me, duly acknowledging receipt of the week's money by the man to whom it has been sent. This ensures the money reaching the person for whom it is intended.

I would add that the books of this Fund are open for the inspection of anyone interested, on any day except Saturday or Sunday, at any time between 9 and 4, by appointment only.—Yours, etc.

J. H. ROBERTS

Founder, Hon. Secretary, and

Hon. Treasurer.

Office: 111 Fleet Street, London, E.C.

## ROBBERIES ON THE SIBERIAN RAILWAY.

The adventures are related in an exchange of a young Ceylonese, by the name of Mr. A. J. de Silva, who was employed in the Government Factory and who left Ceylon in September, 1904, determined to "see the world." He spent some time in many parts of India, Burma, Straits, and China, and latterly, having secured a comfortable "job," settled down in Japan for a time. Being of a roving disposition and seized with an ardent love for travelling, he left for Vladivostok, intending when once he had crossed Siberia to tour through Europe and America. On arrival at Vladivostok, to his horror he discovered that he had been relieved of all his belongings and his savings, which amounted to 450 dollars in cash. After he had spent a month in this port, during which time he had secured a billet as engineer in a motor-launch, he left for St. Petersburg on the 10th September, 1907, destined again to be robbed. On arrival at Harbin, he found, to his utter dismay, that he had been robbed of his money. He broke journey and sought the aid of the Consuls for America and Russia, who refused to help him in his distress. Stranded at Harbin, friendless and utterly destitute, he must have had a rough time had not the Japanese Consul befriended him and procured him a pass to St. Petersburg. The latest news of the youth is that he intends touring the United States of America.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 2nd at 11.55 a.m.—The barometer had risen over Japan and China, and fallen on the N.E. coast of China.

The anti-cyclonic area is still lying over the Yangtze, and pressure is relatively low to the E. of Japan, and over the S. part of the China Sea.

Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.  
1.—Hongkong and neighbourhood, N. to N. E. winds, fresh; fine.  
2.—Formosa Channel, N.E. winds, strong.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 2.

RETURN of visitors to the City Hall Library and Museum for the week ending the 29th December, 1907, (excluding Xmas):—

Library: Museum.

Non-Chinese: Chinese: Total.

1,200 1,200 2,400

## Intimation.



## THE ROBINSON PIANO CO., LD.

CO., LD.

INVITE INSPECTION

OR

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

Werner, &amp; Co.

GRANDS &amp; UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBODYSING 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 5th December, 1907.

## To Let.

TO BE LET.

THE Whole 3RD FLOOR of No. 2, KEDDERS STREET.

Apply—

"V. Z."

C/o Hongkong Telegraph.

Hongkong, 31st December, 1907.

## TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH &amp; SETH.

Hongkong, 16th December, 1907.

## TO LET.

OFFICES on TOP FLOOR, No. 2, COMNAUGHT ROAD, facing the Cricket Ground.

HATHERLEIGH Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWN ST. 12, PRAYA EAST, BLUE BUILDINGS, No. 168, DIS VOX ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907.

## TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907.

## TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd., Onnaught Road Central.

Hongkong, 22nd October, 1907.

## TO LET.

NO. 5, MORRISON HILL.

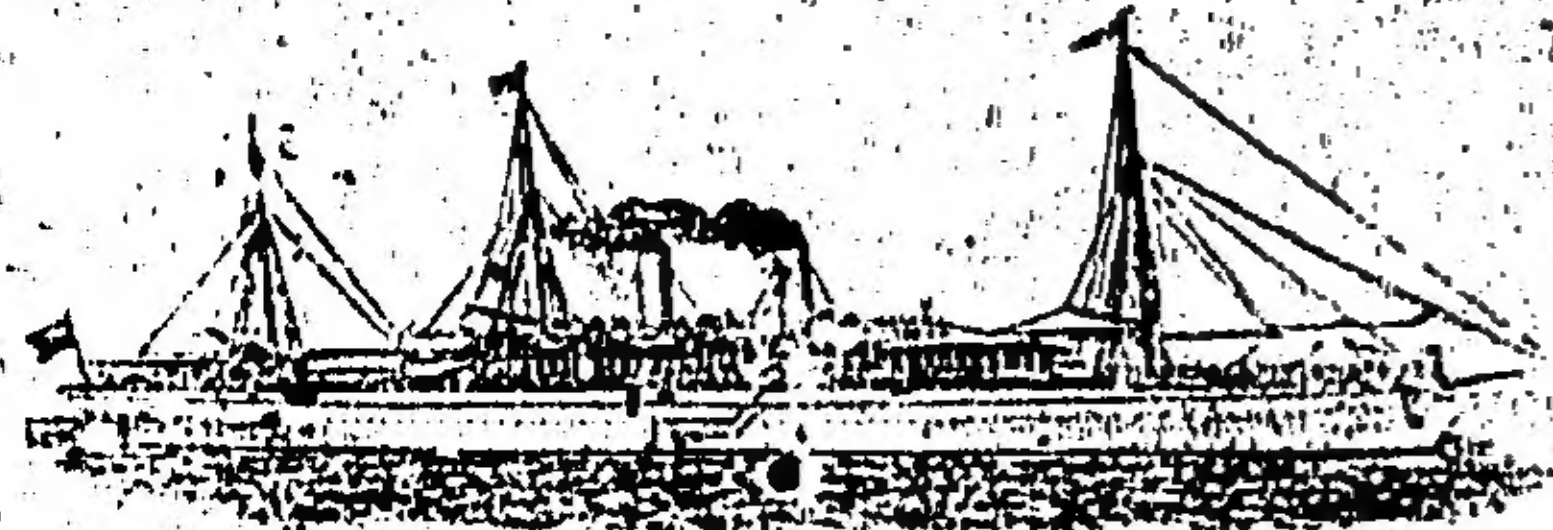
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	THURSDAY, Jan. 16th
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	THURSDAY, Jan. 23rd
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	THURSDAY, Feb. 13th
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	THURSDAY, April 9th
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	THURSDAY, April 23rd
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	THURSDAY, May 16th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patrial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Intermediate steamers at 12 Noon.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDOCK, General Traffic Agent for China, Hongkong, 27th December, 1907.

## INDO-CHINA STEAM NAVIGATION CO. LD.

For	Steamship	On
YOKOHAMA, PENANG & CALCUTTA	"KUTSANG"	FRIDAY, 3rd Jan.
YOKOHAMA, PENANG & CALCUTTA	"LOOVSANG"	FRIDAY, 3rd Jan. 4 P.M.
YOKOHAMA, PENANG & CALCUTTA	"CHOYSANG"	SATURDAY, 4th Jan. 4 P.M.
YOKOHAMA, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 7th Jan. 3 P.M.
YOKOHAMA, PENANG & CALCUTTA	"VUENSANG"	FRIDAY, 10th Jan. 4 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 100
Calcutta	105	160

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chien, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Hongkong, 2nd January, 1908.

## CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
CEBU & ILOILO	"KAIFONG"	3rd Jan. 4 P.M.
HAIPHONG	"HUIHONG"	4th " daylight
NINGPO & SHANGHAI	"KIUKIANG"	4th " Noon
MANILA	"TAMING"	7th " 4 P.M.
YOKOHAMA & KOBE	"CHINGTU"	9th " "
SHANGHAI	"SHAOHSING"	12th " "
MANILA	"TEAN"	14th " "
CEBU & ILOILO	"SUNGKIANG"	15th " "
SHANGHAI	"YOHOW"	17th " "
MANILA, ZAMBOANGA & COLONIES	"CHINGTU"	1st Feb. 4 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unparalleled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, 2nd January, 1908.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUHI	2540	Almond	MANILA	SATURDAY, 4th Jan. 1908.
IAFIRU	2540	R. Rodger	"	SATURDAY, 11th Jan. 1907.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.,

Hongkong, 28th December, 1907.

CHINA & MANILA STEAMSHIP CO.,  
LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 1st FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUHI" on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 10th February.

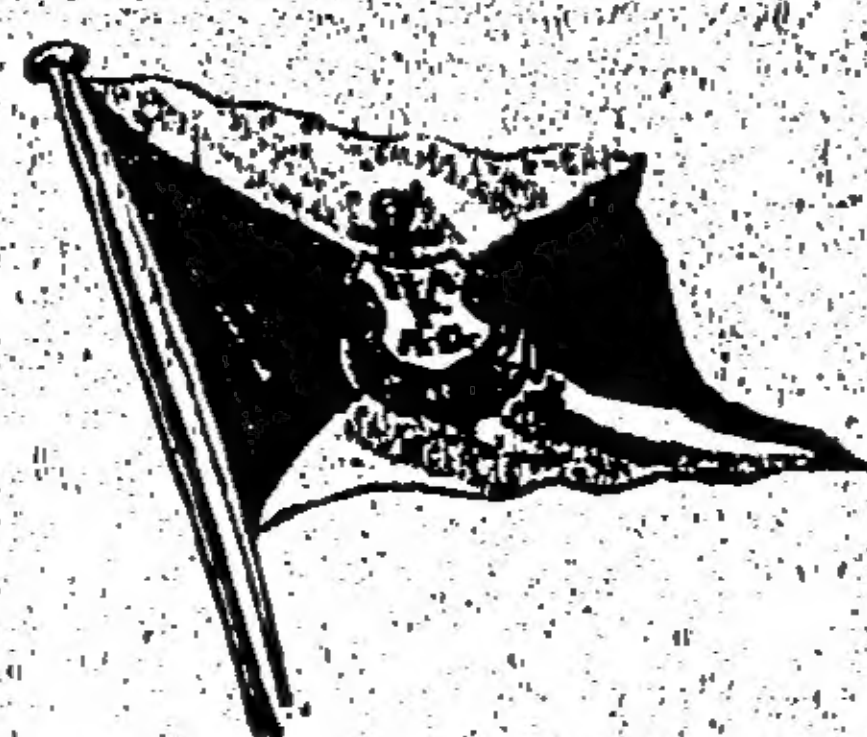
We have arranged a Special Fare for this Round Trip of \$10, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We wish to secure sufficient passengers to justify our having offered this inducement.

SHEWAN TOMES &amp; CO.

Hongkong, 14th December, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



107 Ocean Steamer

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.  
HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried

Ports of call: NAPLES, PLYMOUTH, HAYRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

## Outward.

RHENANIA	21st Jan. 1908
HOHENSTAUFEN	22nd Feb. 1908

## Homeward.

SCANDIA	9th Jan. 1908
HAMBURG	30th Jan. 1908
RHENANIA	16th Feb. 1908
HOHENSTAUFEN	23rd March, 1908

Hongkong, 24th December, 1907.

HONGKONG-NEW YORK-  
BOSTON.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK and BOSTON via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast)

Steamship	Tons	Captain	Sailing
"INDRAPURA"	6,323	Cowley	28th Jan. 1908.
"KUMERIT"	6,323	Shotton	9th Apr.

FOR SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship "JAPAN" Captain J. G. Offlent, will be despatched for the above Ports, on MONDAY, the 6th prox., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 31st December, 1907. (1130)

THE AMERICAN AND ORIENTAL LINE. FOR BALTIMORE AND NEW YORK (With liberty to call at Malabar Coast).

THE Steamship "JESERIC" Captain Thompson, will leave for the above Ports, on or about SATURDAY, 25th January, 1908.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 21st December, 1907. (1111)

TOYO KISEN KAISHA. SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

IKIQUA via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other ports in Western Coast ports of South America in connection with Steamers of the Pacific & N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, Yokohama Building. Hongkong, 26th December, 1907. (118)

STEAM TO CANTON. THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER. "KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey \$14. Meals \$2.50 each. The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO. LD. SHUN ON S.S. CO. LD. No. 5, Queen's Road West. Hongkong, 2nd Jan. 1908. (119)

## HONGKONG AVERAGE MARKET PRICES.

Corrected 30th December, 1907. per 5 Mts.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung 1st B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	10
" Steak—Ngau Yuk Pa	20
" Sijoin—Ngau Lai	30
" Sausages—Ngau Yuk Chung	20
Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sum	13
" Hump, Salt—Ngau Kin	10
" Feet—Ngau Keok	7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	13
" Tripe (addressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	100
Mutton Chop—Yeung Fai Kwai	24
" Leg—Yeung Fai	24
" Shoulder—Yeung Shau	22
" Pig's Chilling—Chi cheong	24
" Brains—Chi Know	2
" Feet—Chi Keok	12
" Fry—Chi Chak	24
" Head—Chi Tau	22
" Heart—Chi Sum	19
" Kidneys—Chi Yiu	10
" Liver—Chi Koo	10
" Pork Chop—Chi Fai Kwai	24
" Corned—Ham Chu Yuk	24
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	20
Sheep's Head and Feet—Yeung Tau	24
" Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	10
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	24
" Mutton—Sang Yeung Yau	24
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

## POULTRY.

	Cents.
Chicken—Kai Chai	28
Capons, Large, Small—Sin Kai	28
Ducks—Ap	22
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	14
Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	28
Geese—Ngau	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngo	pair 5
Musk Deer—Wong Keng	—
Hare—Tu Chai	75
Partridge—Che Khoo	65
Pheasant—Shan Kai	5.70
Pigeons, Canton—Pak Kup	21
" Hoihow—Hoihow Pak Kup	21
Quail—Um-Chun	17
Rice Birds—Wo Fa Cheuk	dozen
Suipes—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen—Na	48
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	55
Wild Ducks Canton—Sang Shing Sui	per pair

## FISH.

	Cents.
Barbel—Ka Yu	9
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	16
Catfish—Chik Yu	16
Codfish—Mun Yu	24
Croakers—Hoi	13
Cuttle Fish—Nuk Yu	13
Dace—Sa Wang Yu	14
Dace—Wong Mei Lun	10
Dog Fish—Tui Yu	8
Eels, Concor—Hoi Man Yu	14
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sui	24
Frog—Tien Kai	24
Groupers—Sek Pan	52
Gudgeon—Pak Kup Yu	52
Herring—Tao Pak	18
Hallibut—Cheung Kwan Yu	24
Labrus—Wong Fa Yu	18
Loach—Wu Yu	28
Lobster—Lung Ila	12
Mackerel—Chi Yu	10
Monk Fish—Moi Yu	24
Mullet—Chai Yu	22
Oysters—Yang Hoo	20
Parrotfish—Kai Kung Yu	14
Perch—Tui Loo	14
Pike—Fai Yu	8
Plaice—Pan Yu	11
Pomfrit—Black—Pak Cheung	20
Pomfrit—White—Pak Cheung	24
Prong—Hing Hoi	48
Ray—Fai Yu	7
Rock Fish—Sek Kai Kung	13
Salmon—Chai Yu	13
Sardines (Olive) fresh water—Ma Yu	13

## SHARK—SH YU.

	Cents.
Shark—Sh Yu	9
Skate—Po Yu	10
Shrimps—Ila	23
Snapper—Lap Yu	23
Sole—Tai Sa Yu	23
Teach—Wan Yu	16
Turbot—Choi How Yu	20
Turtles, small, fresh water—Keok Yu	35
White Bait—Ngau Yu Chai	—

## FRUITS.

	Cents.
Almond—Hung Yau	24
Apples (California)—Kam San Ping	20
" (Chico)—Tin Chai Ping	—
" (Chico)—Tin Chai Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	3
Bananas, fragrant, Canton—Sang Shing	—
" Heung Chiu	—
" (Brides), Macao—Sang Shing Chiu	—
Chestnuts, Chinese—Foong Lut	10
Carambols—Yeung Tau	10
Cocoanuts—Yeh Tai	10
Grapes—Sin Tai Tai	28
Lemons, China—Ning Moong	7
" Amer.—Kum San Ning Moong	7
Lichees, Small—Lai Chai Con	20
" Fresh, Lai Chai	—
Limes, (Saigon)—Sai Kung Ning	—
" Moong	—
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	doz.
Oranges, Tim Chang	5
" Small—Tai Kuei	—
" Macadario—Tim Kuei	—
Olives—Pak Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shut Li	12
" (Canton), Cooking—Sai Li	—
" (Shanghai)—Sheung Hoi Li	18
Peanuts—Fa Sang	10
Persimmons, Large—Hung Chio	—
Pine-apples, 1st quality—Sheung Poon	8
" 2nd quality—Chung tang	6
Paw-law	—
Platania—Tai Chiu	—
Plums, Swatow—Hung Lai	—
Pumpkins, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	14
" Green—Sung Hop Tou	—
Shanghai Lo Kwai	—

## VEGETABLES, &amp;c.

	Cents.
Artichokes, Shanghai—Sheung Hoi Ah	7
Chai Chai	—
Beans, (French) Macao—Oh Moon Pin	10
" Tai	—
Beans, (French), Shanghai—Sheung Hoi	10
" Pin Tai	10
Beans, Sprout—Ah Choi	4
Beans, Long—Tau Kok	4
Beet-Root—Hung Chai Tai	2
Brinjals, Green—Cheung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Chai	10
Bamboo Shoots—Chook Shue	3
Cabbage, Chinese, com.—Kai Choy	4
Cabbage Root—Kai Lan Tai	2
Cabbage, (Shanghai)—Yeh Choi	6
Cane Shoots, bunch—Kau Shue	3
Cauliflower, Large size—Tai Yeh Choi	13
" Pa	—
Cauliflower, Medium size—Cheung Yeh	10
" Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	8
Carrots—Kam Shue	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choy	5
Celery, White—Pak Yeung Kan Choy	14
Chillies, Dried—Con Lai Chai	14
" Red—Hung Fa	14
" Green—Cheng Lai Chai	14
Curry Stuff, English—Kai Lee Choi Liu	1
Cucumbers—Cheng Kwa	1
Bitter Squash—Fu Kwa	4
Garlic—Suea Tau	6
Ginger, young—Sun Tse Keng	12
" old—Lo Keng	9
Horse Radish, Shanghai—Lik Kan	20
Indian Corn—Suk Mai	—
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	6
" Mandarin—Kwai Lum Ma Tai	6
Musk Melon	—
Mushrooms, Fresh—Sang Cho Khe	35
Onions, Bombay—Yeung Chung Chai	6
" Green—Sang Chung Chai	5
" Shai—Sheung Hoi Chung Tau	5
" Japan—Yat Poon	—
Okra—Mo Ker	—
Parley, English—Yeung Un Sai	60
Gradus Pea	—
Green Peas—Cheung Tau	10
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu	3
" Tai	—
" Japan—Yat Poon Shu Tai	1
" American—Fa Ki	—
" Foochow—Fuk Chai Shu Tai	3
" Macao—Oh Moon	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tai	—
Rhinbarb	—
Shalots—Con Chung Tau	5
Spinage (Chinese)—Paw Choi	4
Spinage—Yeh Choi	3
Tomatoes—Fan Kai	10
Taro—Wu Tai	—
Turnips, Fan-tai (Long)—Low Pak	10
" English—Yeung Low Pak	10
Vegetable Marrow—Chit Kwa	10
Water Cress—Sai Yeung Choi	10
Catnip—Lau Kok	—
Lily Root—Lai Ngau	—
Venus—Tai Shu	—

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by M. D. R. M. J. B. V. and others, combines all the desiderata in a medicine of this kind, and cures every disease of the blood and skin, and every ailment arising from impure blood.

It is a twin-screw and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

\* Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Jueco's Buildings,



[illegible]



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	5 %	\$720 \$715 new issue. London £79.10/-
National Bank of China, Limited	5	£7	£6	\$1,273,731	\$712.3	\$2 (London 3/16 = 1913)		\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	1,000	\$50	\$50	\$1,150,000	none	\$20 for 1916	8 1/2 %	\$245
North China Insurance Company, Limited	100	£15	£5	\$1,250,000	Tls. 254.4	Final of 7/16 per share making in all 15/- for 1906 = Tls. 2.65	6 %	*Tls. 89 sellers.
Union Insurance Society of Canton, Limited	2,400	\$150	\$100	\$1,000,000	1,460.4	Final of 1/2 making \$12 for 1905 and interim of 1/4 for 1906	14 1/2 %	\$835
Yangtze Insurance Association, Limited	1,000	\$100	\$50	\$1,000,000	\$391.520	1/2 for year ending 31.12.05		\$445 buyers \$130 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000	\$562,980	1/2 and bonus \$1 for 1905	8 1/2 %	195
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %	\$330
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	1,000	\$25	\$25	\$7,000	\$305	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	1,000	\$50	\$50	\$50,000	Nil	\$4 for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	1,000	\$15	\$15	\$50,000	127,101	1/2 for 1st half-year ending 30.6.07	7 %	\$28 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	1,000	£5	£5	\$70,000	23,694	5/- for 1906 @ 2 1/2 = \$1.74 per share	3 1/2 %	\$41 \$39
Shanghai Tug and Lighter Company, Limited	100,000	\$50	\$50	\$5,000,000	13,347	Interim of Tls. 1/2 for account 1907	12 1/2 %	Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$1,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	11 1/2 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	1137	\$1.00 for year ending 30.6.07	4 1/2 %	\$22 buyers \$11 buyers
Tain Tug and Lighter Company, Limited	1,000	\$10	\$10	\$10,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
<b>INDUSTRIES.</b>								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$1,000,000	10,218	1/2 for year ending 31.12.06	8 %	\$100 buyers
Luen Sugar Refining Company, Limited	1,000	\$100	\$100	\$1,000,000	8,935	1/2 for 1907		\$10 buyers
Penak Sugar Cultivation Company, Limited	7,000	\$15	\$15	\$1,000,000	1,893	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	21,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16
South Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000	11,358	1/2 for 1907		\$81
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd. (new)	10,000	\$50	\$50	\$500,000	13,047	Interim of 1/2 for six months ending June 30th 1907	6 1/2 %	\$56 old buyers \$54 new buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	149,580	1/2 for 1st half-year ending June 30th, 1907	8 1/2 %	\$56
Shanghai Dock and Engineering Co., Ltd.	15,700	\$100	\$100	\$1,570,000	10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 721 sales
Shanghai and Hongkong Wharf Company, Limited	15,000	\$100	\$100	\$1,500,000	23,117	Interim of Tls. 6 for account 1907	8 1/2 %	Tls. 205 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	\$100	\$100	\$2,500,000	13,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	10,908	1/2 for year ending 30.6.07	10 1/2 %	\$20 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	2,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	2,000	\$50	\$50	\$100,000	10,925	1/2 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	15,618	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	195
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	11,167	80 cents for 1906	7 1/2 %	\$104 sales
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	11,089	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	\$10	\$10	\$780,000	1,078	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	2,500	\$50	\$50	\$125,000	1,119	Interim of 1/2 for half year ending June 30th	8 1/2 %	\$48 buyers
<b>COTTON MILLS.</b>								
Tung Cotton Spinning and Weaving Company, Ltd.	10,000	\$10	\$10	\$100,000	8,807	Tls. 2 1/2 for year ending 31.10.1907	5 %	Tls. 51 b. ex div.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	\$50,000	11,169	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	\$10	\$10	\$100,000	11,855	Tls. 6 for year ending 30.6.06 (8 %)		Tls. 50
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	\$800,000	11,459	Tls. 8 for 1906		Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	\$100	\$100	\$200,000	11,506	Tls. 50 for 1906		Tls. 270 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	\$12 1/2	\$12 1/2	\$107,550	2,638	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	1,053	1/2 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	1,053	\$1 for 1904		\$10 buyers
China Flour Mill Co., Limited	4,000	\$10	\$10	\$40,000	1,053	Final of Tls. 5 making Tls. 10 for 1905		Tls. 60 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	1,053	60 cents for year ended 28.2.06		16
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	1,053	80 cents for 1906	8 1/2 %	\$54 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500	2,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$17 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	10,904	Interim of 50 cents per share for a/c 1907	7 1/2 %	\$11
Hall & Holtz, Limited	11,000	\$20	\$20	\$220,000	15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	15,053	1/2 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	14,361	Interim of \$4 for 1-year ending June 30th '07	8 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	14,361	Interim of 80 cents per share for a/c 1907	8 %	\$75
Maatschappij tot Exploitatie van Landbouwen-planten in Langkat, Limited	15,000	Gls. 100	Gls. 100	\$1,500,000	14,374	Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 10 for 1907	9 %	Tls. 362 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	14,374	1/2 for 1906	8 %	\$13
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	14,374	1/2 for 1906	8 %	\$13
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	14,374	1/2 for 1906	8 %	\$13
Shanghai Gas Company, Limited	24,000	\$10	\$10	\$240,000	14,374	1/2 for 1906	8 %	\$13
Shanghai Horse Bus Co., Ltd.	5,400	\$10	\$10	\$54,000	14,374	1/2 for 1906	8 %	\$13
Shanghai Pulp and Paper Company, Limited	4,500	\$100	\$100	\$450,000	14,374	1/2 for 1906	8 %	\$13
Shanghai-Sumatra Tobacco Company, Limited	10,000	\$10	\$10	\$100,000	14,374	1/2 for 1906	8 %	\$13
Shanghai Waterworks Company, Limited	16,350	\$20	\$20	\$327,000	14,374	1/2 for 1906	8 %	\$13
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	14,374	1/2 for 1906	8 %	\$13
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	14,374	1/2 for 1906	8 %	\$13
Tientsin Waterworks Company, Limited	2,000	\$100	\$100	\$200,000	14,374	1/2 for 1906	8 %	\$13
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	14,374	1/2 for 1906	8 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	14,374	1/2 for 1906	8 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	14,374	1/2 for 1906	8 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$150,000	14,374	1/2 for 1906	8 %	\$13

\* These shares are entitled to half of the profits.

## Mails.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SANGON, SINGAPORE, HATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO,"

Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 7th January, 1908, at 1 P.M.

This steamer connects at Colombo with the Australian line S.S. "Villo de la Ciotat" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "SALAZIE" ..... 2nd Jan.

S.S. "PARRI" ..... 4th Feb.

S.S. "OCEANIAN" ..... 18th Feb.

J. MILLET, Agent.

Hongkong, 26th December, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Seller, will be despatched for the above ports on or about MONDAY, the 6th January, 1908.

For Freight or Passage, apply to J. MILLET, Agent.

Hongkong, 31st December, 1907.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N., carrying His Majesty's Mail, will be despatched from this for HO ABAY, etc., on SATURDAY, the 11th January, at Noon, taking Passengers and Cargo for the above ports, in connection with the Company's S.S. "Mongolia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 22nd February, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1907.

## Antinuations.

## ACHEE &amp; CO.

ESTABLISHED 1850.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

G.C. N.C. A.C.

Telephone 256

## DEPOT

FOR

KASTMAN'S

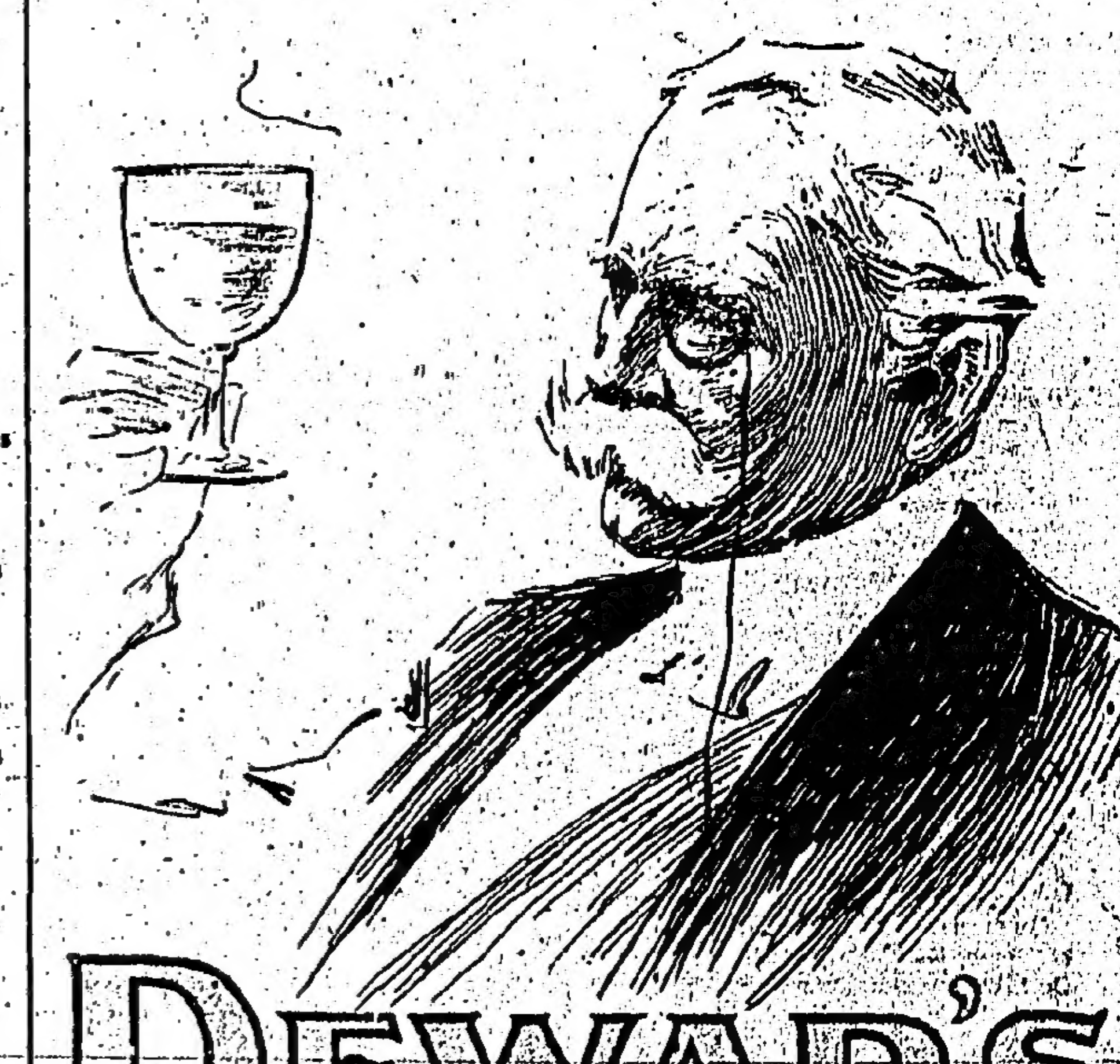
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.



# DEWAR'S WHISKY

Sole Agents. BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Cornhill Road, Central.